## SALES AT AUCTION.

### PALES AT AUCTION.

THURSDAY, June 3-P. M.

The details of the European news received by the America was favorably construed in stock circles this meraing, and there was a decided upward tendency to the market at the First Board, and an advance was esabilished on nearly all the leading stocks. There was a marked absence of cutside orders at the Board, but the demand from the shorts, and free purchases by the balls, served to impart a very strong feeling at the first part of the session, and there was a very steady mar-het throughout. New-York Central was very firm, and in good request at a fraction higher than the closing price of yesterday. The stock was quite freely offered on sellers' option by the bears, while at the same time a good demand existed for buyers' option and each stock. At the close of the call the price wa firm, with sales of about 1,800 shares. The businesto Krie was very small, and there was not much disposition either to advance or depress price among operators. Hudson was steady, with to operations of any magnitude. Reading was firm, and advanced mite strong. The movement in the Western stocks was quite an active one, and the common and preferre stocks of the Michigan Southern show a slight advan from yesterday's prices, with considerable sales, a elecing firm. Galena and Chicago was freely supplied was the object of quite a vigorous attack by t bears, and finally closed a little heavy, at a slight of allie from yesterday's prices. Cleveland and Tole was also very freely offered, and the supply being rather larger than the demand holders were obliged submit to some concession in price, and the ato elesed rather heavy at about | P cent lower than th closing price of yesterday. Rock Island was firm for regular stock, but was liberally offered on sellers of tions by the bears, and it closed steady with compartively small sales. La Crosse and Milwankee seem to be very much neglected, and the operations in it a steadily growing smaller. Between the Boards, the was no change in the market, and very little busines was done in the street. Commission brokers are com plaining of a lack of outside orders, and the duliness of the "Summer solstice" seems to be fast approaching At the Second Board the market was steady, an prices generally a fraction better than at the close of the first session. The closing prices were for New York Central 841 @85. Eric 20 @201. Reading 441 442, Michigan Southern 222 @23, Hudson River 2 Rock Island 741 @741, Toledo 361 @361, Missouri 86 &c. The occurrence of the annual regutta of the Yacht Club had doubtless some influence in producin Die dulmess of the market.

In Exchange there is but little doing, and the ma ket is heavy. Freights are decidedly lower. To Liverpool, 2,50

bbls. Flour at 1s. 101d. @2s.; 33,000 bush. Grain at 76 h balk and 7 @71d. in bags; 100 tes. Beef at 3s. 2d. 100 pkgs. Lard at 25s.; 500 boxes Cheese at 25s. T London, 50 tuns heavy weight at 20a.; 200 tuns Of Cake in bage at 20s. To Glasgow, 4,500 bush. Whea Reem at 2s. 6d.; 500 bble. Spirite at 8s., 1,000 bble. Reem at 2s. 6d.; 500 bble. Flour at about 2s. To Bre , 200 bales Cotton at fc. The bark Osmau, to Rio wis Darien, Ga., with Lumber, and back to New-Yor with Coffee, at \$1 25. A vessel of 2,200 bbls. to th Windward Islands at 50c. & bbl.

The business of the Sub-Treasury was: Receipts. \$69,851 39-\$69,000 from Customs; Payments, \$57 211 61; Balance, \$5,621,169 56.

The Commercial Insurance Company has declared

dividend of 8 V cent payable on the 7th inst. 8. Draper's daily auction sale of bonds and stock will take place to-morrow (Friday), at 12; o'clock, a

he Merchants' Exchange. The receipts of the New-York and New-Haven Ra

read for May, 1858; 

Decrease..... The receipts of the New-York and Harlem Railros Company for the month of May, 1858, are \$88,00 against \$84,332 for the same month of last year. Th whole expenses of operating and maintaining the roa are only \$48,000 for that month, by the economy of the present direction, which is a very great reduction

The freight earnings of the Michigan Southern Ro for the last week in May were \$20,800, against \$18,0 hast year, which is quite an improvement on previous

The business of the Clearing-House to-lay was

We annex the monthly statement of the commercial of this port. The Imports show but little variation from the same month of last year, but the amount warehoused is largely reduced. Last year at this Sime importers were warehousing nearly all the goods arriving in order to take advantage of the reduction of duties under the tariff which went into operation 1st July. The Exports show a considerable falling off, mest marked however, in specie.

Dutable Merchandise 6 Free Merchandise 6 Specie and Bullion Withd'n frm Warehouse		1857. \$5,451,191 1,671,810 1,070,833 2,262,178	1858. \$6,574,612 1,928,573 324,540 2,665,573
Wassh used	\$9,733,350	\$11,450,607 \$10,508,441 \$1,74	\$11,493,298 \$2,626 978 8,227
Poreign Merchandise Foreign Merchandise Speake and Bullion	315,273	1857. \$6,046,618 464,290 5,780,266	1858. 64,262,789 343,789 1,790,775
The receipts at ti-	de-water	of Flour, W	heat, Corn
have been as follows: Flour, bbis. 1857 10,730 1858 104,969	Wheat, bus 215 107 809,217		Barley, bush. 19,240 67,118
The aggregates of	the recei	pts of the abo	47,878 ove articles

far, for the years 1657 and 1655, have been:
Figur, bhis. Wheat, bush. Corn, bush. Barley, bush.
1857 .... 18,312 408,167 41,941 88,792
1858 .... 166,258 1,703,922 336,061 236,490 Increase ... 147,946 1,293,755 264,121 147,688 Reducing the wheat to flour, the excess of receipts in 264,121

1858 over 1857 is equal to 407,096 bbls. The receipts at tide water of the principal articles of

ding the 31st ult., have been as follow 1856.	1857.	1858.
Canal open May 4.	May 6.	
Flour, bbls 37.539	18,212	166,258
Wheat, bush 436,044	408,167	1,703,922
Corn, bush 74,634	41,941	306,061
Barley, bush	88,792	236,480
Ryo, bush	38,245	84,305
Oute, bush	240,690	751,425
Pork, bbis 10,443	6.2	3,971
Beef, bbls 5,099	82	3,975
Cheese, Re	73,900	13,800
Butter, Ibs 45,400	4,600	6,100
Lord, Do 5.500	****	1,262,500
Becon, 70s \$3,500	2555.	1,192,600
Wood, Da 22,300	6,320	
The failure has been announced of	Felix	Rignon &

So., a large silk house at Turin. Both partners have

disappeared. The monthly return of the Bank of France shows another increase in the bullion equal to \$12,500,000. The total now held is \$88,500,000. A: the beginning of the year it was only \$50,000,000. Yet in the face of this augmentation French securities since that time have experienced no recovery.

in the face of this augmentation French securities since that time have experienced no recovery.

In regard to Dry Goods, The Independent says:

"The trade from first hands has abated considerably, and little is doing; but jobbers are moderately bury, and expect that their June sales, if the month prove fine, will be better than these in May. As small bills seem to be the rule this year, it is also expected that a trade of this kind will continue all through the Summer, and that the usual vacation, or almost entire cessation of business, will not take piace. Fine black staple silks are in steady, moderate request at full prices. Figured and all dress and fancy silks are very scarce. Prices are looking up. New ribbons are very scarce, and old styles are in better demand at improved prices. Woolens are not so well sustained in prices, and in this respect contrast strongly with all silk and cotton fabrics. Domestic fabrics are in steady demand without great activity; and sheetings, shirtness and utilis remain at previous prices. Summer prints are yet selling to a fair extent. The woolen trade shows a limited degree of activity from the purchases of the clothers, who are preparing for their Fall trade, and are manufacturing garments freely. Fancy caseimeres continue to be very active, and are the leading article just now, and prices of these are firm. Cloths, as well as low qualities of woolens for Winter clothing, are all in excess of stocks, and are heavy in prices. Shawls and ribbons are about the only goods in the dry goods line which have paid a good profit this season."

We give below the official figures of the result of only goods in the dry go good profit this season."

We give below the official figures of the result of the business of the Erie Railroad for the six months ending let of April, which were presented to the meeting this evening. The result shows a decrease of \$188,590 in the net earnings as compared with the same period of last year, and a deficit of \$400,064 98 for the six months. The same six months of 1855 gave a profit of \$125,387 81. The largest loss of traffic has been from passergers. We have not space to-night to go inte an analysis of the report. It is in some points better and in some worse than has been anticipated.

RIBUTION OF ACCOUNT. 1856. 1837.	1856.	1837.	1856	November 1856. 1857.	1956	1837.	1836 1837. 1837. 1838. 1837. 1838.	200	Febr	DATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAME	March 1858.	15	1457.	Totals for Half Year	Increase Decrease.	Decrease.
Earnings. Freight Passengers	22 560 651 22 048 925	305,129 84 154,829 21	97	95,425 SE	117,651 73 198,116 48	\$1,545 65 81,545 65 86,545 65	12 25 E8	94,123 SS	94,834 95 59,800 14	58,791 82	14,171 18	91,199 82	993,006 26 640,197 25	938,692 75 525,566 76	11	
Telegraph Rents Hire of cars n Mails	9,719 61	7,798 83	52 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 5	2,426 79	9719 07	7.798 ES 154 ES	9.715.55 12.75 12.75 12.75 13.	7 12 13 13 13 13 13 13 13 13 13 13 13 13 13	493 ×	2,006 45	516 73 73 92 97 97 97 97	207 61 546 11	20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	286 58 4.533 61 4.617 64 287 61 6.799 66 6.196 69 596 11 971 65 586 11 7.798 58 58 514 42 45,735 60	8 8	
	547,650 36	449,695 01		429,900 10 537,490	537,480 97	477,658 St	31 315.518 19	376,356 64 270,085 41	270,083 41	128 048 67 482 893	£27893 61	FS1,494 SS	2,701,077 63	2,523,143 58		10 954 04
	258,108 78	325,586 35	310,883 21	504,577 21	309,218 82	365,889 51	305,471 07	245,289 58	290,852 50	278,052 28	3	310,187 55	1,804,605 35	,769,543 08	•	35,062
rest on Floating Debt.	5,172 96	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,894 21 5,172 %	6,900 00 9,000 05 148,242 20 5,200 00	2,894 24 2,894 24 5,172 96	9,020 00 148,212 20 5,20 00	5,556 58 144,564 17 5,172 16	6,950 on 9,020 oc 138,212 27	7,516 S	148,242 26 36,020 06 37,020 06	7,516 29 141,984 16	148,242 20 5,200 00	\$1,252 cm \$1,252 cm \$1,657 72	148,242 20 889,785 00 889,453 20 148,242 20 889,785 00 889,453 20 18	22.887 86 19.668 20	
Total expense	453,090 14	491,998 60	470,844 57	473,989 46	81 002 FB	475,281 76	475,281 76 470,074 77		\$5,456 22	47,465 14	151,694 67	479,599 81	2,778,980 55	2,786,016 61	7,656 06	
Recapitulation. 547,650 s	98 059'DK	449,685 01 520,451 09	520,451 69	429,900 10;557,400 97	537,480 97	477,658 54	477,658 54,545,518 19	\$76,355 61/270,085 41	270,083 41	328,048 67	482,896 61	€61,494 83	2,704,077 63	2528,143.59	1	130,554 64
debt, taxes, &c	158,090 14	454,998 60 679,844 57	170,844 57	473,989 46 469,200 18	169,250 18	475,281 76	175,281 76 470,074 77	414,681 84	411,681 84 456,456 22	417,465 14	417,465 14 454,694 67	479,599 81	2,778,360 55	479,589 81 2,778,360 55 2,786,016 61	7,656 06	
Net earnings	89,560 22	:	49,606 52	:	68,200 79	2,376 58	:	:		:	28,198 94	:			:	188,590 16
Ac., over earnings		45,313.59	:	44,089 36	:	:	124,556 58	38,325 20	Se, 525 20 125, 572 SI	119,416 47	:	18,101 98	74,282 86	74,292 95 262,973 00	:	

TRANSPORTATION E		no March 21
Office and Station Francisco	1557.	ng March 31. 1858.
Office and Station Expenses. Office expenses and stationery	0.20 032 05	\$24,087 80
Agents and clerks	87.918.69	71,475 59
Labor, loading and unloading	89,572 87	72,487 14
Cost of Running.		721 (77)
Porters, watchmen and switchmen	42 515 31	32,060 37
Vood and water station attendance	9.408 00	4,864 49
uel, first cost and labor	257,195 56	248,708 51
ass. conductors, baggage & brakernen	41,946 81	38,471, 29
reight conductors and brakening	63,869 16	59,593 47
"assenger enginemen and firemen	42,626 92	53,660 79
reight erginemen and firemen	65 504 85	63 589 46
Mi and waste for pass, engine & tend.	10,703 23	8,932 72
al and waste for fr't engine & tender.	16,986 24	18,006 96
Oil and waste for pass, & baggage cars.	5,878 19	1.950 15
Il and waste for freight care	17,171 06	12,866 20
General Expenses.	*****	
oss and damage of goods and baggage.	15,096 07	13,839 47
Damages for injuries to persons	6,399 25	11,503 32
Damages to property	1,331 49	1.991 70
General superintendence	33.194 05	39,323 27
	86,906 35	55,335 50
Repairs of Engines and Cars.	e0.500 50	00/300 00
Repairs of Linguistana Care.	86 404 19	62 738 39
Engines and tenders, passenger Engines and tenders, freight	130,082 16	135,303 43
Engines and tenders, restat	59,379 73	73,654 06
'assenger and baggage cars		167,477 82
reight cars	17,502 88	
look and machinery in shops	15,936 20	16,644 04
neidental expenses about theps	10,000 20	16 987 80
Repairs of Truck and Roadway.	12 203 82	30,063 55
Rosd bed	229,890 67	315,516 25
[mek		4,174 02
Repairs of Structures.	2,000 00	4,174 02
Repairing Structures.	10.411.40	20,404 25
Truss bridges	0.170.69	10,947 36
Passenger, wood and water stations	9,170 63 4,186 45 320 49 545 29	7,417 43
ing. & car houses, machine & w'ksh' pe	4,180 47	7,417,43
Rents, (dwellings)	320 44	312 04
Pelegraph	343 29	
Incidental.	230 00	347 50
Superintendence and office expenses.		9.616 83
Contingencies	14,742 30	2,019 83
Mireellaneous.	100 200 MA	40.077.11
eny	16 625 09	49,347 11
Expenses of operating telegraph	22,501 81	23,268 11
Express expenses	32,550 08	26,535 68
Total	804 605 35	\$1.769.543.08
	1 1957	************
RESULT OF TRAFFIC FROM OCT 1, 1858.	. 1, 1857,	TO APRIL
Gross Revenue 6 mos., Oct 1, 1857, to 1	April 1, 1856.	\$2,523,143 59
Ordinary Expenses, including taxes		
and items in Transportation Acc't		
Extraordinary Expenses—bad debts	,876,954 45	
Name of the land o		
New York station. Construction Account expended	25,875 12	
during Account expended	THE SECOND SECOND	
during 6 months	58.783 67-	1.961,613 24

Total..... \$1,425,728 13 

In the above statement of expenditures are included many me which not only are extraordinary expenditures, but which we should be a charge on the entire year's traffic, and not on exix months. COMPARATIVE INDESTEDNESS AND ASSETS. r. ledebt. : of Co. Sept. 30, '87, M'b 51, '58, : Debr... \$24,891,000 00 \$25,951,497,74 syable... 1,982,482,42 42 1,174,434,73 past due less cush & c'shitm's & accts. rec'v'le. 342,994 34 421,595 84 Total ...... \$21,216,416 76 \$27,547,036 31 Inc. \$7.39,619 
 Compar. of Jisett.
 6547,336 65
 \$24 345 13

 Materials:
 \$572,371 70
 394,472 97

 Lorg Dick.
 744 F42 39
 385,111 17

 Other assetts:
 372,773 97
 383,138 42
 Total ..... \$2,296.523 12 \$2,167,077 69 Dec. \$69 445 43 Gross Equations 1856-57. 1857-38 Decrease.
October. 551 650-36 \$449,665-61 \$97,555-35
November. 520-51 09 425,900 1e 90,356-99
December. 367,480-97 677,658-36 49,822-63
January. 345,818-19 576,376-64
Filewary. 750-88-41 228-948-67
March. 602-893-61 461,494-38 21,396-78 Net Earnings... 199,472 28 753,600 51 145,871 77 Net Earnings. 299,472 28 753,600 51 145,871 77

Expenditure.

Office and Station

Expenses. 206,544 51 \$181,656 53 \$35,046 59

Cost of Running. 573,865 53 517,764 47 56,100 66

Gete al'Expenses 142,627 51 112,997 35 29,929 65

Gete al'Expenses 142,627 51 112,997 35 29,929 65

Rep'ris of Engines 216,466 35 198,664 51 18,439 54

Incidental. 15,012 80 9,864 53 5,046 47

Friff. 36 36,33 (9 49,347 11 4,275 88

Expenses. 32,350 68 26,335 66 5,814 40

Repairs of Cars. 190,159 60 24,191 89

Tools in thopp. 33,439 17 35 631 64 192 67

Track, Read &c. 244,190 63 349,753 62 105,623 74

Bridges and Struc. 39,634 32 59,114 15 5,476 23

Operating Tel. 22,561 51 23,288 11 15 766 30

Total..... 1304,605 35 1,769,543 08 198,103 05 163,040 82 | 1857-58. | 1256-57. | 1835-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59. | | 1856-59 2,165,260 25 BALANCES OF GENERAL LEDGER TO MARCH 31, 1858. To feel on hand.

To owners of Lake Erie steamers
To owners of Lake Erie propell're
To rolling stock, &c., bought of
Canandasjus and Niagus Falls
Railread Company. Railroad Company
To real estate.
To bonds Buffale, Corning and
New York Railroad.
To bonds of the City of Toiedo.
To discourt on bonds due 1875.
To sinking fund.
To Long Dock Company.
To stock of Long Dock Company.
To bo 9,600 00 1,993,885 87 1,386,000 00 533,811 17 341,300 00 29,568 98 215,151 74 895,111 17

To bills and accounts receivable. 215,151 74 244,600 72

Total. 638,959,696 48

By capital stock issued, including dividend No. 5. 6. 638,959,696 48

By 18 mortgage bonds. 653,000,000 00

By convertible bonds due 1851. 5,764,900 00

By convertible bonds due 1871. 5,764,900 00

By mortgage bonds due 1883. 6,000,000 00

By mixing fund bonds due 1880. 2,007,997 74

By acceptances due 1869. 40,000 00

BN Seven 47 cent certificates 25,005 00

BN bills payable. 1,171,644 73

By accounts payable. 653,129 16

By balance of transportation soct. 142,634 85 1,999,530 74

To Transportation Expenses prior Sept.
30, 1957, paid since. \$46,837,74
Transportation Expenses, six months, 1,69,543 6a
Taxes paid. \$38,152,43
N. York Central R. R. Co. Emigrant 7.056 48 Total......\$3,006,450 75

By Balance from old account.

MARCH 31, 1255.

By Freight Earnings. \$1,932,052 75

Passenger Earnings \$25,533 76

Storage. \$162 64

Telegraph \$4,617 64

Renfs. \$169 69

Mails. \$45,793 66

Hire of Cars. \$566 11

about three hundred of the stock and bond holders of the New-York and Eric Railroad assembled, on Thursday evening, at Clinton Hall. At 80 clock Mr. Charles Moran, President of the road, took his place at the deak and addressed the meeting. He said the policy he had urged at the start was that as great publicity he had urged at the start was that as great publicity as possible should be given to the affairs of great corporations, and that those not interested had also a right to know the facts. The facts that he should bring forward would not exhibit to some a very favorable result for the past six months, but when all was analyzed (for nothing was concealed) it would be found to be more favorable than at first sight. The figures commenced in October last, in the midst of the financial revulsion, when the wealthy had no ready means and when all business for the time had ceased, and business had not so recovered itself that its good effects were appreciable in the business of railroad transportation. Mr. Moran read figures of the result of the traffic for the six months ending April 1, 1858. 

Leavine a deficit of ...... 400,064 96 

cess of which often fell upon the Company, and in the case of the road, which a year since was in a condition which soon would not have admitted of the running of express trains, whereas it was now in excellent condition—the Company was benefited. While they had not failed to economize wherever it was advantageous to do so, they had not failed to use means liberally when it would increase the permanent value of their property. But while there had been a large decrease of travel and increase the permanent value of their property. But while there had been a large decrease of travel and freight in the past year, yet the figures showed that there had not been a corresponding decrease of the receipts of the Eric Railroad. Indeed, it had more than held its own in the competition, though efforts had been made to steal its patronage from it. An agreement had been made a new months before to cut off the system of free passes; and, though all others had violated the agreement soon after, yet the Eric, with rare exceptions, had kept its faith, and he asked men interested in other railroad companies to stand by the Eric in its efforts to do justice by their bond and stock-holders. People often said this theory was right, but it would not do in practice. This was wrong. What was theory but the deductions from observations in practice. What was true in theory was true in practice. What was true in theory was true in practice. What was true in theory was true in practice. Who company could be well remonerated unless it was paid for service rendered, and the popularity secured by the system of giving free passes was secured to individuals who secured their popularity at the expense of the stock-holders. Mr. Moran then alluded to the rainous competition between railroads, and animadverted up on the wart of integrity which men in high standing connected with other roads had shown in their agreements.

with the Brie. There was little or no prefit at present vates upon either freight or passengers. As express train rusning at the rate of 35 miles per hoar, and destroying track, was only allowed to collect at the rate of two cents a mile. Another cause of the crease of receipts which was now felt grew out of the reduction of toils in the canale, but this decrease he idd tot think would be of long duration. Freight transportation was and would be more and more over railroads, notwithstanding the occasional interruptions. Mr. Moran called their attention to the facts of needed with the loan proposed last Fall. When he wisted London scarcely a dollar had been subscribed to it unconcitionally. Notwithstanding the publicity given in every available way to the effect and details of this scan, but few understood this conversion of unsecured bonds into mortgage bonds and the advantage. There was no doubt but it was better to own a scenned than an unsecured bond. With a slight modification an arrangement had been made by him which was satisfactory to Englash bondholders. They considered that the right of conversion of unsecured bonds into Fourth Mortgage Bonds was not a sufficient inducement. They desired that if they had \$10,000 in unsecured bonds, and they should have the right to convert one half of their unsecured bonds into Fifth Mortgage bonds. To this he had assented, because it was only a rerewal of the 1802 ioan without any expense to the Company, and prolonged the 1870 ioan. Let Fall these unsecured bonds could have the right to convert one half of their unsecured bonds into Fifth Mortgage bonds. To this he had assented, because it was only a rerewal of the 1802 ioan without any expense to the Company, and prolonged the 1870 ioan. Let Fall these unsecured bonds could have been bought, and were bonds. Three millions of these woulk be absorbed by the new Fourth Mortgage Bonds, and these roll as high as 75 a short time since. When an offer was made for the three million loan there were \$10,000,000 of the unsecure with the Erie. There was little or no prefit at present

n jure others. The holder of the secured bond, if he did not get his interest paid, could get the Court to decree a sale of the road, with all its franchises.

A gentleman asked what security the Fourth Mortgage Boncholders had for their investment, if the Second Mortgage Bonds were foreclosed.

Mr. Moran said that nothing could be better for the Fourth Morgage Bondholders than to have it foreclosed. Four millions of dollars could easily be raised to paythe Second Mortgage.

An inquiry was also made as to what was proposed for the stockholders.

Mr. Moran said he would answer by an illustration. Let a stockholder owning 200 shares of stock buy

Mr. Moran said he would answer by an illustration. Let a stockholder owning 200 shares of stock buy \$10,000 in bones, paying one half in unsecured bonds bought at present rates, and the cost of the new secured bords would be from 68 to 70. Let all the stockholders but at these rates and they could sell their bonds two days afterward at 64, and the loss upon the bonds would not equal \$2 a share upon each of their shares of stock, while the result would be, by relieving the Company of its difficulties, that the stock, now selling at 18 and 20,4 would go up to 35. The mere rumor that he had succeeded in getting the loan in Great Britain had caused a rise in the stock to 35 some time since.

some time since.

The gentlemen inquired if the stock could not be taken for secured bonds.

Mr. Moran said that such would be illegal.

Mr. Moran said that such would be illegal.

The gentleman said that such had been done by the Michigan Southern and Northern Indiana.

Mr. Moran said that he was aware of that, but there was not a Court in the country which would not pronounce against the legality of such an act. A combination of circumstances had thrown the road into its present emberrassing situation. The strike of 1856 had resulted in a loss of a million of dellars to the road; and, worse than all, the resort of the Directors to chattel mortgage to raise money. This caused a withdrawal of confidence in the soundness of the road.

After some further interrogations and answers, in which Mr. Moran reassured the meeting of his confidence in the success of the Company in the future, the meeting adjourned.

LONG ISLAND COLLEGE HOSPITAL.

The Iranguration Festival of this institution was held ast evening at the Brooklyn Athenaum. The guests, to the number of 250, sat down to the well-laden tables ta little before 8 o'clock. At precisely 8 o'clock race was said by the Rev. Dr. Viston. Suffice it to ay that both the quantity and quality of the things atable and drinkable were of the very first order.

Among the distinguished persons present were Arch-bishop Hughes, the Rev. Drs. Vinton, Storre, Farley, bishop Hughes, the Rev. Drs. Vinton, Storrs, Farley, Nutting, Harling, the Rev. Mr. Schleman, Messes, J. R. Wood, C. C. Tracy, Police Commissioner Stransban, L. B. Chittenden, Thes. O. Gorman, S. W. Slocum, L. B. Wyman, Saml. Sloan, R. H. Berdel, R. L. Delisser, Thos. Polhemus, jr., Chas. Christman, Dr. J. S. Francis, and many others, with also a gallery well filled with the fair sex.

Mr. Stoan said that this institution really owed its existence to a few citizens of German birth. It was

existence to a few citizens of German birth. It was preposed to establish a College for students and nurses, to teach from nature as well by practice at the bed, side. A charter had been granted of the most liberal character. It is the object of the institution to throw open its doors to all who are worthy. It is proposed to establish a Hospital and College where students can be trained. In England and other countries it has been demonstrated that it is necessary to combine both Hospital and College. The medical gentlemen connected with the institution are to receive no salary. He then proceeded to give the first toast:

"Our Institution, whose principle is charity, whose aim is the reising of mankind—May its imaguration be prophetic of its surveys." Mutb.

The next toast was:

The next toast was:

The next toast was:

"The City of Brooklyn."

Responded to by Mr. L. B. CRITTENDEN. He said he was very much astonished to be called on to answer to such a teast. He had seen many cities, including the city over the river, but he considered Brooklyn the first city in the world. There were more generous, philanthropic, public spirited citizens here than in any city of its size in the world. We come to night to give a lift to an Institution for the benefit of the physical man. The object of our life is to make those around us happy. Let us give the Institution our earnest and hearty support. Mr. C. received great appliance.

asplause.

The next toast was:

The next toast was:

The Mocking City Hospital—The elder of our city charities, if there he any emission between us, let it be which shall schieve the most good. Main:
This was responded to by the Rev. Dr. Farlley, who was greeted with cheers and applause. He said it seemed but a short time since he was beset to ab stethis very bespital as a nuisance, before it was really erected. Medical gentlemen had intumsted to him that there was no need for such an institution. Dr. F. was often interrupted with applause.

often interrupted with applause.

The next toast was:

"Science—The Universal Republic, not divisible by land, sea or

Dr. Francis responded to this toast. He was greeted with a perfect storm of applause and cheers. He said they were convexed to night to found a great He said they were converted to make to found a great philanthropic institution. Solomon rays there is a time for everything, and this Board of Regents seem to have seized upon the right time, though they might have begun earlier. Long Island is known alike in law, science, patriotism politics and philanthropy. Dr. Francis closed amid great appliance.

The next toast was:

"The Ciergy—The physicians to the soul, the ministers to the moral maladies of man; may they ever be associated with the hysicians to the body in the glorious work of the amelioration of uman wee." Music. iuman wee." Mask.

This was responded to by the Rev. Dr. Vinton, who said that the Church might establish a hospital, but a hospital never established a church. [Laugher.] The Heathen never e tablished a hospital. This is a Christian movement. The doors must never be thut against the clergyman when he comes to visit the patient. [Applause.]

The next toast was:

"The Poor—Ofen the telepating to the comes to the patient."

patient. [Applause.]
The next toast was:

The Poor—Offen the richest in intelligence and virtue: since they are always to be with us, may it he our privilege to minister to their improvement mental, moral and physics! and feel that it is more blessed to give than to receive." Music.

Archbishop Hughes, who responded to this toast, was welcomed with great applause and cheers. When he remembered whose legacy the poor were, he said, he ought to feel proud to reply to this toast. He was glad to hear that the doors of this Institution were not to be closed against the minister of the Lord, no matter what his particular belief. The Archbishop referred to the vast hospitals of the old country and to the kindness which pervaded them, and hoped that this country would yet show wonders of charity and kindness. And why should not Brooklyn Hights be crowned by a lighthouse of Christian charity like this? He concluded amid great applause.

The next toast was:

"Literature—The conservator of science to art, may it furnish

"Literature—The conservator of science to art, may it furnish a brilliant chronion of the achievements of the Long Island College Hospital"—Music.

For a reply to this toast the Chairman said they were obliged to draw upon their Sterrs. [Applause.]

The Rev. Dr. Stones referred to the fact that per-haps Leterature had not directly built up such insti-tutions as this, yet it had been instrumental in aiding them. The medical science especially owed much to literature. Dr. Storre closed with great appliance,

nd received three cheers.

The next treat was:
"Friente Worth-One of the sure phases of public prosperity."

"Private Worth—One of the sure phases of public prespectly."
To which RICHARD O. GORMAN, eq., responded.
The following toasts were afterward given, and responded to by various gentlemen:

Benerolence—Catholic in its range, and bountful in its bene faction. May we enjoy the interest, and profit by the principal,
"The Medical Faculty—A bidy of true philanthropists; may eclevific truth be their aim, unmanity their object, and benor their nearly."

Responded to by Dr. Mason.

"The Spirit of the Age—Progress blended with Religion and Science."

Responded to by the Ray. M. PRIME.

Responded to by the Ray. M. PRIME.

The Press—The oracle of the past the true interpreter and
reflex of the present. We honor its office as the palladium of our
strength, liberty and existence.

The Liberal Professions—The Physicians we have may we
gover be without the Clergy, or require the Lawyer.

With some music and a few volunteer toasts the meeting adjourned.

The REMAINS OF PRESIDENT MONROE. - About fifty gentlemen, natives of Virginia, residing in this city, assembled at the Metropolitan Hotel last evening, for the purpose of taking inte consideration the propriety of uniting with the authorities of Virginia in the ceremony of removing the remains of President Monroe from the cemetery in the Second avenue in this city, to Richmend, Va, where it is proposed to erect an appropriate morument over them. Major Hill, U. S. A., was called to the chair, and Mr. W. H. Price was appointed

secretary of the meeting.

Dr. Jones having brought the subject before the city authorities, with a view of getting a saitable monument erected to Mr. Monroe in this city, it was suggested that an appropriation of \$2,000 could probably be seeured for that object. Gov. Wise of Virginia submitted the matter to the Legislature of that State, which made an apprepriation of \$2,000 for the purpose of removing the remains of President Monroe to his native

On motion, a Committee of Five, consisting of A. S. Word, O. S. Sullivan, Dr. B. Dennis, J. A. Patterson and Robert Blow, was appointed to draft a series of resolutions expressive of the sense of the meeting. The Committee presented the following for the con-

The Committee presented the following for the consideration of the meeting:

Resolved. That a Committee of Thirteen be appointed to correspond with the authorities of Virginia and of this city on this subject to obtain other information, and to make arrangements for carrying out the design of the meeting, and that said Committee report at another meeting to be hereafter called.

Resolved. That, with sincere reverence for the character and patriotism of James Monree, and in generous sympathy with the pride which has prompted the State of Virginia to remove his honored remains to the soil of his native State, we desire to participate in the ceremonies of the occasion.

The resolutions were adonted, and a Committee of

The resolutions were adopted, and a Committee of Three, consisting of Dr. Jones, Mr. Gray and Mr. Sullivan were appointed to nominate the names of the proposed Committee of Thirteen. The nominating comnittee presented the following names: Major Hill, Mr. H. Price, Dr. Dennis, Michael Hart, Wm. Bell, James T. Scutter, Dr. Banks, Robert Blow, Chapman J. Leigh, J. F. Shepherd, Gen. Whest, James S. Glassell, James A. Paterson. On motion, Mr. O. S. Sullivan, and Mr. D. C. Peters were added to the Com-

The meeting authorized the Committee of Arrange ments to fill vacancies, and to call a future meeting to hear their report.

The meeting was addressed by Mr. Sullivan, Gen. Wheat, Dr. Jones and Mr. Harris.

After the adjournment the Committee of Arrange-

ments held a short consultation, at which it was suggested that the remains should be removed so as to arrive at Richmond on the 4th of July, when the ceremonics of reinterment could take place, that being the anniversary of President Monroe's death.

PERSONAL.

-Last Tuesday the Rev. M. D. Conway, pastor of the Unitarian Church of Circinnati, who was recently settled in Washington, where he preached Anti-Slavery, was married to Miss Ellen D. Dans, daughter of Mr. Chas. B. Dana of Cincinnati. The ceremony, which was in Mr. Conway's own church, which was to crowded that hundreds were upable to obtain admit-tance, was performed by the Rev. Dr. Furness of Philadelphia, and Esquire Gatzendanner of Cincinnati -the laws of Ohio requiring the "knot" to be adjusted by a resident authorized person. The Rav. Mr.

Longfellow of Brooklyn was one of the groomsmen. -Mr. Walter Ralyes, vocalist, made his last appearance on the stage, for the present, at Mr. Clarke's enefit at Niblo's, on Wednesday evening.

-The following is from The Indianapolis Sentine of Mordsy:

of Mordsy:

"A telegraphic dispatch from a prominent citizen
of Indiana, now in Washington, states authoritatively
that the President will send the name of Gov. Wright to the Senate. as Minister to Berlin, and that his ap pointment will be confirmed."

## NEW-JERSEY ITEMS.

Millitary Parade. — The Spring parade of the Hudson Brigade, under the command of Brigader-General Hatfield, tock place yesterday at Hamilton square. The following compenies turned out: First Regiment—Highwood Guard, Capt. Newhirk: National Guard, Capt. Van Houghton; Artillery Company, Capt. Heximer: and a Dragoon company. Secund Regiment—Jersey Continentals. Capt. Granger, Washington Guard, Capt. Speer: Greenville Guard. Capt. Bishop: Montgomery Guard, Capt. Farrel. The brigade spent several hours in field service, and after being reviewed by the Mayor and Conneil, were diamissed.

FALLING OF A WALL.—On Tuesday evening a por-tice of the front wall of the old Depot at Jersey City, which was being suched for the pusage of trains into the new Depot, fell dwm. Fortugately, to person was injured.

CANADIAN CORRUPTION. - The celebrated and Rev. CANDIAN CORRESTION.—The celebrated and Rev. Dr. Ryerson, Canadian Superintendent of public instruction, is charged with being a defaulter to the amount of \$6,000, and The Toronto Globe says, "The revalations of fraud and corrution under the present regime appear to be endless, and to involve men hitherto supposed to be far beyond the breadth of suspicion. The public departments appear to be sinks of corruntion.

of corruption.

DEATH OF AN AGED NEGRO.—London, an extremely old colored man, died day before vesterday in this city. He was certainly not less than ninety years oil, and being from Fredericksburg. Va., had often seen Gereral Washington. London was manumitted 15 or 20 years ago, by his master, Mr. John Lambert, and being a man of excellent character, was never allowed to want any comfort. He was placed in a very neat offin and consigned to the earth yesterday.

[Montgomery (Ala.) Mail.

Markets-Carefully Reported for THE N. V. TRIBUNE. ASHES—The market is steady, but quiet; sales of 50 bbis at \$66 for Pets and Pearls, mainly the former.

COTTON—The market continues heavy and quiet; sales of 50 bbis at the continues heavy and quiet; sales of 50 bbis at the continues heavy and quiet; sales of 50 bbis, we quote nominally at 11; \$11\$ for Middling Upande.

COFFEE.—The market for Rlo is steady with more doing. A

1.30 tales; we quote nominally at 11.4011 for Midding Uplands.
COFFEE—The market for Rio is steady with more doing. A grocery house purchased, this afternoon the Chanticleer's cargo of 4.30 bars Rio, on terms we are requested not to publish; sales, size of 300 bars Rio, on terms we are requested not to publish; sales, size of 300 bars Marcasho at 11 jo.
FLOUR AND MEAL—The inquiry for Western Canal Flour is less active, but not alternating the large arrivals prices are austained, and Superfine State is not plenty at the close at our inside figures; Ohio Extras, Round Hoop, are a stade better and in fair request, in part for the West Indies; Upper Lake Extras are very heavy and irregular, the demand is fair for the trate, the Provinces, and for export to Europe; the sales are 14,000 bhis, at \$3.50.48.30 for common to good State; \$4.40.40 for for extra do.; \$4.40.40 for shipping brands of Round floop extra Ohio, ard small lots do. at \$4.50.60 for extra do.; \$4.40.40 for shipping brands of Round floop extra Ohio, ard small lots do. at \$4.50.60 at \$5.50.60 at \$5.60 at \$5.50.60 at \$5.50.

HAY—The demand for shipping is fair and prices are steady; sales of 700 bales at 45 250. 4 100 fb.

HOPS continue inactive at 4570 as to quantly.

IIME—Sales were made to day, to so to Newark, of 300 bale.

Common at 70c., and 100 do. Lump at 332, which prices are equal to former rates delivered betw.

IEATHER—The market is steady for Hemicek and Ouk, and the demand is fair.

could be found rates as delivered hate.

LEATHER—The market is steady for Hemiock and Osh, and the demand is falt.

MOLASSES—The demand is trivial to-day; prices are unchanged.

NAVAL STORES—Our market for Spirits Turpouting is remember a value of under the influence of unore favorable private advices by the North Star, which satiled one day previous to the America. Turpoutine had advanced in Liverpool from 1974 to 11/4/11/6, and Spirits from 12/10/46/, on the antonucouncent of the loss of the Grand Duchees, and in London Spirits advanced to 45/1, and Turpoutine to 12/6. It is now anticipated that the America's letters will proport a further advance, and buyers have corresquently taken hold to arrive (far none is on the apot) with much greater alcerty; sales of some 1,100 bits a 46/45/4 which by at 47c, cash, small parcels on the apot are sought for with avidity by the bone trade at 48°. Snipping pacesis, if now here, would readily command this piles, and nelses we have favorable winds to bring in the deet now on the way before the close of the week, there will be a perfect dear h. Drude is farmer; we note sales of 760 bits. Wilminston at \$3.15 per 200 By, which we believe comprises all the stock here. Common Rosin is attacky and faithy active; sales of 2.50 bits at \$1.42 per 310 B, delivered by vessel. The medium and fine grades sell slowly at trady rates. Tar continues languid and depressed, under the influence of a dutted market.

OILS—Crude Whele has been in lively demand at the East, and prices are well sustailed; sales of 300 bits. at New Bedford on private terms; the asking price there for bandsome of its \$1.25 By all cash. Affairs in this market still present a very quiet aspect, propic seem affait at take hold of anything beyond their mast prossing wants and attack and prices are well sustained; sales of 900 bits. at 100 bits \$1.25 bits and to a market sile of the bits and the arrivals of 500 bits. at 100 bits \$1.25 bits and to a 11/45 bits below the market leaks that bu yant tone recently provalent, s

cast, on private terms.
WHISKY—The market is lower; sales of 200 bbls. at 21 @21 jc.

Markets—Reported by Telegraph.

NEW-ORLEANS, June 3.—Corrox—Sales to day 3,000 bales, at generally unchanged princes. Flours closed with an atwancing tendency; sales at #4 12. Partitions very dail.

PHILADELPHIA, June 1.—PLOUR quiet, with a decilining tendency; sales at #4 28. Whicar dail and tending downward; sales of red at 35c. 2 #1, and White at 85c 2 #1 15. Coay is active at 72c. for White and 71c.75c. for Yellow. Whites with the sales of red at 35c. 2 #1, and White at 85c 2 #1 15. Coay is noticed by the sales of red at 35c. 2 #1. And White at 85c 2 #1 15. Coay is not red at 35c. 2 #1. And White at 85c 2 #1 15. Coay is not red at 35c. 2 #1 15. Coa

an es of red at Soc. 38.4, and value for Yeslow. Whithky dull. Mess Fork \$418; Dry Saired Sides for, i.o. Shoulders 7c. Laxinbbls 11/2013c.

Baltimork, June 3.—Flour quiet but steady. Wheat—Sales of Red at 59c. 3 \$10.2 Corn active. Provisions dull. Corver firm at 192011c.

Buyrato, June 3.—6 p. m.—Flour rather quiet and unchanged; sales 500 bils. at \$3.75 for choice Wisconsin \$4.0 \$4.10 for extra Ohio and Indians; \$4.55 \$4.50 for dashle extras. Wheat in good demand and firmer; sales 50 600 bish. at 22 3729c. for Chicago Spring; 381c. for Red Indians; 994c for Prime White Canada, closing at outside. Corn is a shade firmer and in good demand; sales 20,000 bish. at 55 \$75.7c. for Ohi: and Illinois, Oars active and firmer; rales 30,000 bish. at 55 \$75.6c. for Nois and Illinois, Oars active and firmer; rales 30,000 bish. at 55 \$75.25 for Ohi: and Illinois, Oars active and firmer; rales 30,000 bish. at 55 \$75.25 for Ohi: and Illinois, Oars active and firmer; rales 30,000 bish. at 55 \$75.25 for Ohi: and Illinois, Oars active and firmer; rales 30,000 bish. at 55 \$75.25 for Ohio: and Illinois, Oars active and firmer; sales 30,000 bish. At 55 \$75.25 for Ohio: and Illinois, Oars active and firmer; sales 30,000 bish. At 55 \$75.25 for Ohio: and Illinois, Oars active and prices slightly firmer, but rates unchanged; sales 40,000 bish. Flour; 30,000 bish. Wheat; 2,000 bish. Oars 4,000 bish. Wheat; 10,000 bish. Grant and 95c. for Red and mixed Winter. Cenn's a shade better, and the supply illuited; sales of 25,000 bish. at 56]c. affoat; some car lots at 59c. Oars 24 \$6c, whigh for Western in store. Whites we are all of a \$100 bish. Shade shade better, and the supply illuited; sales of 25,000 bish. at 56]c. affoat; some car lots at 59c. Oars 24 \$6c, which Michael and Shade better, and the supply illuited; sales of 25,000 bish. at 56]c. affoat; some car lots at 59c. Oars 24 \$6c, which Michael and Shade better in store. Whites Western and 95c. for Red and mixed \$100.000 bish. Wheat; no Corn. Can Experts 2 0,000 bish. Wheat; 10,000

Receipts of Produce-June 3.

By the North River Bouts—21,000 bbls, Flour, 1,985 pkgs. Pork and Hans, 70 do. Ashes, 482 co. Off Cake, 609 do. Whisky, 1,000 bbsh. Barley, 1,600 do. Malt, 23,009 do. Corn, 48,500 ds. Wheat. Passengers Sniled In ship Southampton, for London-Mr and Mrs. Charles A. Minton, 3 children and servant: Mrs. Emayuel and daughter, H. Fountsin, C. W. Fillmore G. W. Fillmore, all of New York; the Rev. Herace James and wife of Worcester, Mass., and 30 in the

steerage.
In ship Endymion, from Liverpool-A. J. Rousk of Indians,
Mr. and Mrs. F. Walter of England.

| Stn-Rises. 4:30 | Sun-Sets. ... 7:27 | Moon-Rises. — 13an | High Water. ... 7:18 | Day. | Sandy Hook. . 11:26 | Gov's Island. . 00 46 | Hell-Gate. . . . . . 2:77

MARINE JOURNAL.

PORT OF NEW-YORK ...... June 3.

Cleared.

Ships—Cyrnet, Moses, Sidney, R. W. Cameron; Intrepid, Hard, Liverpool. Williams & Gulom.

Barks—Isle O'Msy (Br.), Burgess, Liverpool, C. C. Duncan & Co.: S. W. Holbrook, Holbrook, St. Marys. Os., Nesmith & Sons: Augusta Payne, Liverpool, Grinnell, Mintorn & Co.: Ita, Williams. Cardenas, R. P. Buck & Co.

Brits—Ben. Campbell (Br.), Forcest, Sierra Leone, Becswith & Rochol; Ocean Wave, Morton, Phisadelphia, Walsh, Carver & Rochol; Ocean Wave, Morton, C. & E. J. Peters; Condor, Allen, Prosect Harbor, Thompson & Hunter; Gardina (Port.), Fernandez, Oporto, L. E. Amrinck; C. Hopkins, Hopkins, Oporto, C. & E., Peters.

Schooners—Alabama, Crouther, Baltimore, J. McKee; Saxon,

J. Peters.
Schoolers—Alabama, Crouther, Baltimore, J. McKee; Saxon, McDermott, Banger, T. H. Sandford, D. Oakes, Oakes, Ford Jefferson, master; A. J. Deressett, Tucker, Wilmington, J. Smith & Co.; J. K. Stenback, Riley, Plymouth, &c., E. & Wright; F. Kidder, Harksen, Savannah, D. C. Murray; W. Cleare (Br.), Bethel, Herbor Island, Miller & Luther; H. P. Stoney, Mills, Wilmington, Dellner & Potter; J. O. Ireiand, Baker, Boston, A. Howes, H. Gibby, Snow, Boston, A. Howes, Sicop—Phemix, Shepherd, New-Haven, J. B. Edwards.

Steamship Jamestown, Parish, Richmond, &c., radse, and pass to Heary Ludian.
Ship Etoymirn, Hallett, Liverpool May I, mdse, and 34 pass. to Howland & Frethingham. May 9, Thomas Hunt, alias John Phillips, seaman, fell from the juboom overboard, and was-drowned. drowned.

Salp Matilda (of Liverpool), Portor, Liverpool April 24, mdss.
and 10 pass to R. P. Buck & Co.

Bark Kathleen (Br., of Liverpool, N. S.), Dinedels, Liverpool
99 days, coal to New York Gas Co. Crossed the Banks in 1st.
44, but saw no loce was becomed 4 days off Montank.

Bark Amaranh (Brem.), Probst, Rotterdam 38 days, scheappe, and 15 pass, to Udolpho Wolfe. Experienced heavy westerly raises.

and is pass to Udoipho Wolfe. Experienced heavy seeding sales.

Bark Elizabeth (Sicilian), Fortoren, Palermo 72 days, fruit to Chamberlain, Phelp's & Co.

Bark Adam Lodge (Br.), Thorburn, Newcastle 44 days, coal to H & F. W. Meyer.

Brig Rush, Beals, Gibraltar 45 days, seed, fruit, &c., and three pass, to Giro & Finneis. May 29, lat. 37-55, iou. 73-39, epake solf. Sidney Friee, from Wilmington, N. C., for Boaton. Had light and vs lable winds the most of the passage, and a great deal of go on the coast.

Sidney Price, from Wilmington, N. C., for Boston. Had light and we hable winds the most of the passage, and a great deal of on the coast.

Brig Albion (Br.) Jones, Palermo 70 days, fruit to Chamberlais, Phelps & Co. Experienced very heavy weather, lost sails &c. Stimst., 25 miles S. F. of Sandy Hook, took a pilot from both many and Catharine, No. 6.

Brig Suran Emily (cf. St. George, Me.), Wall, Arrope, P. R., 20 days, via Delaware Breakwater 3 days, sugar and moissastio H. D. Brockman & Co. Was 10 days N. of Hatteras, with light, variable winds.

Brig Grybound (of Boston), Pierce Pence, P. R., sugar and moissasts to H. D. Brockman & Co. Had light weather on the coast, and was 10 days off Delaware, with calon weather.

Brig Guayana (Brem.), Orken, Angostura May 5, hides to Pevensied & Schumacher.

Schr. David E. Wolfe, Russell, Newbern, N. C., 5 days, narel stors to Van Brant & Slaght.

Schr. J. S. Grier, Derby, Delaware 2 days, fish.

Schr. Gen. Taylor, Jones, Gionoester 2 days, fish.

Schr. Gen. Taylor, Jones, Gionoester 3 days, fish.

Schr. S. B. Buckinglam, Skinner, Conneticut River, succ. Schr. Andrew Brown, Lovell, Albany for Boston.

Schr. Rander, Jones, Port Ewen for Taunton.

Schr. Rise, Lovell, Albany for Boston.

Schr. Roanoke, Jones, Port Ewen for Namon.

Schr. Brise, Lovel, Worth, Albany for Boston.

Schr. Carles Lamphera, Randout for Providence.

Sloop Editor, Case, Rondout for Providence.

Sloop Editor, Case, Rondout, Frederica Medit.

Steamer Pellean, Aldrich, Providence, moise, to lease Odell.

Steamer Decola, Kenney, Norwich and New-London, motes. E. H. Rockwell.

SAILED-Ships Southampton, for London; Reporter, for San

WIND-During the day, from N. to S.

By Telegraph. NEW-OBLEANS, June 3.—Ar. ship Indiana, from New-York

May 28, lat 40 42, lon. 56, was passed, bark Hungarian (of Now-Beeford). bound wast.

April 16, lat. 3 15 N., lon. 23 13, ship Sonshine, Rydar, from York for Sar Francisco.

No date, lat. 5c, lon. 21 11, ship Northern Chief, Vessie, from Liverpool for New York.

May 10, off Cape de Gatt Banh, Emily Taylor, Taber, Leghers for New York.

April 8, lat. 7 20 S., len. 28 12, ship Sessuel Watta, Wells, from Caino for England.